

The archaeological investigations described in this report stem from improvements being made to a 26.5 mile long section of US Highway 1 in Lee, Chatham, and Wake Counties (TIP Project No. R-2500; State Project No. 6.409006T) (Figures 1 and 2). The overall project involves the completion of a four-lane highway, the replacement and construction of bridges over the Haw and Deep Rivers and the construction of other highway overpass bridges. The portion of the project in and around the Lockville Historic Complex is located southwest of the modern town of Moncure and involves the replacement and construction of bridges over the Deep River (Figure 3). This highway project is state-funded, with no involvement of Federal-Aid Highway funds. However, the project is subject to regulations regarding historic and archaeological resources, including Section 106 of the National Historic Preservation Act, because the crossing of the Deep River requires a federal permit from the U.S. Army Corps of Engineers. The project is also subject to review and consideration under North Carolina General Statute 121.12 and Executive Order Number XVI of 1976, which deal with the protection and preservation of significant historical and archaeological resources. These require that impacts to National Register Properties be considered and addressed when they are to be impacted by state funded developments.

Environmental planning for the US Highway 1 improvements in Lee, Chatham and Wake Counties took place in 1991 and 1992. As part of the project's Environmental Assessment considerations, an archaeological survey of the 26.5 mile project area was conducted in 1991 (Robinson 1991). At that time, the area in the vicinity of the bridges over the Deep River was noted to be the location of a designated National Register of Historic Places historic property, the Lockville Dam, Canal and Powerhouse site (Figure 2). Several other potentially significant historical and archaeological resources were identified in and around the designated historic property (Figures 4, 5, and 6). These properties and sites related to the historic Ramsey's Mill, the historic Lock and Dam, and the historic community of Lockville. The resources identified included:

- a. A subterranean cellar, foundations remains, stone retaining walls and associated well;
- b. A shed structure on the hillside near the cellar;
- c. Two wells or cisterns south of the cellar near the canal;
- d. Massive stone piers and abutment of an old covered highway bridge and trace of old highway;
- e. Archaeological remains of a structure on the north side of the canal;
- f. The Parham House (standing, constructed 1830-1845) located on the hillside above the canal (Osborn and Selden-Sturgill 1991:278); this site is potentially eligible for listing on the National Register;
- g. The archaeological remains of Ramsey's Mill, possibly a

late-eighteenth century structure;

- h. Possible archaeological remains of other mills and industrial sites related to Lockville (Robinson 1991:9-10).

The various properties, including the National Register property, were collectively referred to in the 1991 report as the “Old Lockville Complex” or “Lockville Historic Complex,” and were assigned State Archaeological Site Number 31CH690. The Lockville Historic Complex and was considered to represent a potential historic district comprised of several types of resources. The complex included preserved examples of standing architecture (Parham House), preserved industrial and transportation structures (Lockville Dam, Canal and Powerhouse Site and remnant structures from the mid-nineteenth century), archaeological remains of several mills and houses (cellar with associated foundations, other foundations and retaining walls), other water control and landscaping features, and possible remnants of Ramsey’s Mill, an eighteenth century structure. As a result of the 1991 study, the historic property was considered to be historically and archaeologically significant and potentially eligible for listing in the National Register of Historic Places under all four eligibility criteria. It was also noted that the existing Lockville Dam, Canal and Powerhouse site, along with the other resources, could qualify for listing in the National Register of Historic Places as parts of a Cape Fear, Deep and Haw Rivers Navigation and Transportation System multiple resources designation, although such a nomination was not at that time being prepared. A similar type National Register designation is in place for the Dan River Navigation System (Clauser 1983).

The potential of the proposed highway and bridge improvement project to disturb or destroy some of the significant historic and archaeological resources in the vicinity of the Deep River crossing was considered in the 1991 archaeological study. Based on information provided in preliminary project plans, and information provided by the project planning staff in an on-site visit to the project area, it was determined that the proposed bridge replacement would not directly affect either the designated Lockville Dam, Canal and Powerhouse site or the greater Lockville Historic Complex (Robinson 1991:10-14). It was noted that the proposed new bridge would be built over the old Ramsey’s Mill site with little or no disturbance, and the cellar and house foundations, the archaeological features closest to the proposed construction area, could be avoided if construction were strictly limited to the proposed area of impact then being considered. However, the proximity of the archaeological features to the construction area, and potential for these resources to be accidentally disturbed, prompted NCDOT to include the following recommendations:

Though this site [cellar and house foundations] may not be directly affected by the construction, it is in a location that is likely to be used as a staging area for the bridge construction, or where drainage and runoff lines may be excavated as the bridge is constructed. Therefore, NCDOT will need to begin planning for the avoidance and protection of the site as soon as possible. Special care will be needed to avoid and protect the site during construction. To this end, it is recommended that prior to construction the NCDOT mark the archaeological site with

stakes and flagging to show areas that are to be avoided and protected. Designs plans and project specifications should indicate the location of the archaeological remains and should note that this area should not be disturbed in any way. (NCDOT staff archaeologists can assist with the definition of these areas.) Contractors and others involved in the construction should be alerted in contract documents that the site is not to be disturbed (Robinson 1991:13).

If it is determined that the archaeological site cannot be avoided, then intensive archaeological documentation and excavation should be conducted within the affected area prior to any construction activity (Robinson 1991:13).

When the bridge construction began in 1996, it was found that the proposed construction impact area was larger than anticipated in 1991, and the areas containing the ruins of Ramsey's Mill and the cellar and retaining wall would be disturbed by the construction of a haul road and associated drainage facilities, and use of the area for construction staging and equipment storage. In April of 1996, as construction began, the project planning engineer was notified by NCDOT field construction personnel of the impending disturbances to the archaeological site. NCDOT archaeologists were subsequently notified and the site was visited to assess the situation (Figure 7a, b).

The area to be disturbed was delineated and assessed (Figures 4 - 6). It was determined that avoidance of the archaeological resources was not feasible at this late stage of the highway project. NCDOT archaeologists initiated consultations with the North Carolina State Historic Preservation Office (SHPO) to determine the appropriate course of action (Figure 7c). It was decided during the consultations that an archaeological data recovery investigation was needed to document the important archaeological data from within the site before it was to be disturbed. An archaeological data recovery plan of action was drawn up by NCDOT (Appendix 1), and this was reviewed and agreed to by the SHPO and the US Army Corps of Engineers. The archaeological field investigation was conducted by NCDOT archaeologists Kenneth Robinson, Thomas Beaman, John Mintz, Gary Glover, Megan O'Connell, and Deborah Joy between April and June, 1996, with Kenneth Robinson serving as Principal Investigator.